



*Terry & Linda Parsons' BJ8*

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**Event Report**

**GGAHC SEASON OPENER**

**Brunch at Mimi's Café and Tour of the John Mozart Auto Museum**

The Golden Gate Austin Healey Club held its annual season opening event on May 14 with brunch at Mimi's Café in San Jose, followed by a tour of the new John Mozart Automobile Museum in Mountain View. We had 35 GGAHC members at the

brunch, which was uneventful other than some good socializing. Brunch was over before it was time to leave for the Mozart Museum, so car talk moved to the parking lot where a number of Club members had parked their Healeys. Finally we



**Healeys at Mimi's Cafe**

motored to the John Mozart Museum for a scheduled 1:00pm admission. Approximately 15 members of the Santa Cruz Sports Car Club joined us for the tour, plus a tour bus arrived which disgorged car admirers unknown to us.

I would tell you where the Museum is located but it's a secret. Seriously. There is no sign, no web site, and no brochure. Admission is by invitation only. Also, no photography is permitted. How was this newsletter editor to cope with the situation? Each car (about 50) had a sign with identification of the model and a brief explanation of its history. I wrote the identification



**Brunch is underway**

**Continued on page 2**

**CINCO DE MAYO WINERY TOUR**



**Lodi Area  
See page 10**

**Woodland British Car Show: May 20**



**See page 10**

**Season Opener (continued)**

information for many of them in a notebook and later searched the internet for images. In spite of the fact that some of them were “one-off “ vehicles (i.e., there are no others) I was able to get images of most of them, albeit some of them are the same model but not the same car. Some had been shown at Pebble Beach or other concours events, and some were photographed as parts of collections. However, there is nothing like seeing these cars in a museum setting with polished black granite floors. Even the restrooms are concours quality.



**Entrance to the John Mozart Automobile Museum**



**1937 Alfa Romeo 8C 2900B**



**1938 Bugatti 57SC Corsica**

Our tour guide, Glenn Roberts, selected some of the cars to describe with regard to mechanics, design, and history. He occasionally described how John Mozart acquired the car. All of the cars are drivable and, in fact, John Mozart does just that. Periodically he takes a car out and drives it in an event, whether it be a commemorative tour (e.g., Mille Miglia), a race for historic cars, or a concours d’elegance. The cars we viewed represent slightly less than half of the Mozart collection, and their combined value is hundreds of millions of dollars. A Ferrari 250 GTO like the one in the museum recently sold for over \$30 million. Both the 1938 Bugatti Type 57SC and the 1937 Alfa Romeo 8C won Best of Show at Pebble Beach, so just imagine how much those are worth!

It was a good day and a good opening event for the GGAHC. Thanks to Don Reichel and Christine Vampola for setting up this fine event.

**Attendees**

- Marty Allen
- Gary Anderson
- Gary Batteron
- Mike Birch
- Brian & Naomi Bliven
- Greg & Sanlin Corey
- Ed & Karen Fox
- Ken & Marsha Freese
- Luther Gentry
- Dennis & Ruth Gilroy
- Len Hartnett
- Nick & Sandy Klein
- Kevin Pribyl & Sharon Kutis
- Bill Meade
- Mike & Ida Morse
- Ken Painter
- Larry Panozzo
- Loren Parks
- Denny & Dani Paul
- Steven & Lynda Ponsi
- Don Reichel
- Greg & Sandy Sallee
- John Turney
- Christine Vampola

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**Don Reichel and Christine Vampola**

*More photos on page 3*



Season Opener (continued)



1908 Stearns 45-90 Toy Tonneau—only one exists



▲ John Mozart



1930 Packard 734 Speedster Runabout



1930 Duesenberg Model J Torpedo Convertible Coupe



1960 Ferrari 250 GTO Scaglietti Berlinetta



1959 Ferrari 250 Testa Rossa Factory Works Car

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Robert Blair's 1965 Austin-Healey BJ8

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Lister Chevrolet (John Mozart still races this car)



1932 Packard Dual Cowl Sport Phaeton





# The Austin Healey 4000

From the August 1991 "Classic and Sportscar Magazine" published in the United Kingdom

To keep the Big Healey in production, the Healeys re-engineered the 3000 to take a Rolls-Royce engine. Jon Pressnell tells the story of this sadly aborted project.

Need the Big Healey have been discontinued in 1968? Could it have stayed in production into the seventies in modified form? It's a question that has animated many a debate among Austin-Healey enthusiasts. But the Big Healey nearly did survive and a revised model powered by the Rolls-Royce engine from the Vanden Plas 4-liter R, was once slated for 1968 production.

By 1966 the 3000's future was looking pretty shaky. The old C-series engine was nearing the end of production and US safety and emissions regulations were looming which would apparently not be met by the 3000 as it stood—in particular proposed regulations stipulating a minimum width between the steering wheel and the door.



The answer Donald and Geoffrey Healey came up with—given that they had no intention of using the lackluster MGC engine—was simple: adapt the 3000 to take the inlet over-exhaust 4.1 liter Rolls-Royce engine.

Rolls-Royce had set up lines capable of turning out an annual production of 5,000-6,000 of these engines which were used solely in the Vanden Plas 4-litre R, yet over the period 1964-68 BMC only made a paltry 6,555 of that model in total. Soaking up this excess capacity by putting the engine in the Austin-Healey was sure to appeal to BMC bosses acutely embarrassed by their failure to honor the engine supply deal they had signed with Rolls-Royce.

Contrary to some stories the power limit tagged FB60, was not a military engine although it derived from the B40/B60/B80 family of Rolls-Royce military power units used in applications such as the Austin Champ (B40), Humber 4x4 (B60) and Saracen and Saladin armored vehicles (B80).

In essence the FB60 was an alloy-block version of the B60, with a different bore and stroke, and was first seen at the end of the fifties in a prototype monocoque Bentley intended to replace the S1/S2. This project eventually evolved into the V8-powered Shadow/T-type cars. Subsequently, The engine was schemed into a collaborative Rolls-Royce/BMC car based on the six-cylinder Farina saloon or, as plans progressed, on the Issigonis 3-litre. These seriously undertaken joint projects for a new cheap Bentley ultimately faded out, but prompted the FB engine 4.1 liter R.

Fed by twin 2in SU carburetors, and with hydraulic tappets and a low compression ratio of 7.8 to 1, the FB engine delivered 175 bhp at 4800 rpm, with maximum torque of 218 lb. ft. at 3000 rpm; in comparison, the C series BMC engine in the 3000 MkIII pushed out 148 bhp at 5250 rpm and 165.2 lb. ft. at 3500 rpm. Weight was 450 lb., as against 550 lb. or so for the C-series.

"It was a delightful engine, and would run up to high revs very easily if you didn't watch it; you didn't realize it was a 'big six' four-liter," recalls Geoffrey Healey.

"But the breathing on an inlet-over-exhaust engine is limited by the compression ratio—you can't go very high. And although with the 'F' head you can get a lot through the inlet valve, you can't get it out, as the exhaust gases have so far to travel from the combustion chamber to the exhaust valve.

Despite such shortcomings, the extra power and reduced weight of the FB60 made it look ideal for the Healey. Tantalizingly, Rolls-Royce had evolved a twin-cam head for the engine, giving around 268 bhp in triple-SU form, and with the potential for an easy 300 bhp. If this engine could be winkled into the Healey, as was envisaged, Jaguar would be severely embarrassed!

*Continued on page 5*

### ***The Austin Healey 4000 (continued)***

So in 1966 the Healey team in Warwick set about sawing a British Racing Green 3000 shell in two and adding a six-inch fillet down the middle to give the extra interior width supposedly required by the Americans, and to suit the 6 inch wider 4-Litre R rear axle to be used. To eliminate the 3000's scuttle shake the glass fiber lift-out transmission tunnel was replaced by a steel unit welded to the front and rear bulkheads.

The chassis was then re-made to accommodate the widened body and the 4-litre engine, and a former test-bed Vanden Plas engine fitted, in conjunction with its Borg-Warner Model 8 automatic transmission. Geoffrey Healey reckons this sapped the engine of about 15 bhp, but estimates that this was more than made up for by the 4000's more efficient exhaust system.



"It was considered that there was a great market in the US for an automatic Healey—and it would also use up BMC's stock of transmissions as well as of Rolls-Royce engines," he says.

The car was given a standard 3000 grille in a narrowed aperture in the newly-widened shroud, and there was a special aluminum bonnet with a power bulge. At the rear Morris Minor lamps were used, and other details included BMC 1800 bumpers, TR4A parking lights, and an MGB scuttle grille to improve cockpit ventilation.

Inside there was a black-crackle dash, because of fears that US legislation would outlaw the 3000's wooden panels, and the seats were to a special pattern, better upholstered and with more rated backs. There were more elaborate door trims, too, with pleated cappings and hockey-stick armrests. Crucially a collapsible steering column was fitted, with two universal joints, and this brought the steering wheel forward, giving a much better driving position and allowing an extra inch of legroom for the rear child seats.

"It all came together very quickly. It was amazingly easy to cut the body and put six inches in; the chassis was a bit more complicated, but you really just position the engine and then build the frame around it. 'The whole job took well under six months—probably a lot more like three months,'" remembers Geoffrey Healey.

"One of the biggest delays was deciding what to do with the bonnet. We tried various things and ended up with the bulge. We never liked that grille on the 3000's bonnet, and it didn't let any air in anyway—it tended only to let it out." On standard 3000 springs and dampers, the car had better ride and handling than its parent, and the performance was impressive—although the top speed, at 125 mph, was much the same as on the 3000.

The Healeys took the car to BMC's 'Kremlin' headquarters in Longbridge, and management were so taken with the car that in February 1967 they ordered it to be productionized immediately, for launch in January 1968. The prototype was given the Austin designation ADO 24 and MG's Syd Enever was brought in to oversee the car's further development. In the meantime, Healey was instructed to build six pre-production cars—two with automatic transmission, two with the four speed Jaguar E-Type manual "box" and two with a Jaguar overdrive "box."

Six modified chassis were thus put together by regular Austin-Healey chassis supplier John Thompson Motor Pressings, and dispatched to Jensen which built the 3000 bodies; Rolls-Royce busied itself modifying the engine to meet the US emission requirements, and in designing a suitable bell-housing for the Jaguar gearboxes. And then, in April 1967, with two cars—one manual, the other manual-plus-overdrive—nearing completion, BMC reduced its requirement for pre-production cars to just these two. Not long after it canceled the whole 4000 project, with the two cars still left unfinished. "Unbeknown to us and to BMC, Rolls Royce had suspected that BMC wouldn't be taking its full allocation of engines, and had got rid of a lot of tooling, so it wasn't really in a position to start immediate production of the engine—certain critical castings weren't available," says Geoffrey Healey.

"Also BMC was running out of money. It was in a very bad way. When it found its commitment to the engine disappear, and discovered there would be additional expenditure on tooling needed..."

"There was also the question of in-house rivalry between the putative Austin-Healey 4000 and the E-type Jaguar, and it's

*Continued on page 6*

## ***The Austin Healey 4000 (continued)***

probable that Jaguar's Sir William Lyons weighed in against the car, just as he was to do with the mid-engined Rover BS. They had good reason to be worried about the 4000, as it would have offered strong performance at a price well under that of the E-type, as Geoffrey Healey emphasizes:

"BMC did a complete costing of the car and the engine, so we knew what the 4000's price would be. It would have been very much cheaper than the Jaguar (In January 1968 the 3000 cost £ 1126, and the E-Type convertible £1967) The engine was not that much more expensive than the 3000's—I don't know why, but the t-series was a very costly engine. It was later found to be more expensive to make than even the aluminum alloy Rover V8!"

The Healeys were thus left with two partly built 4000s—both left-hand drive—and four chassis frames. The cars lay around at the Warwick works for some while, and were ultimately completed at Donald Healey's home in Cornwall, on the way being converted to right-hand drive. The cars differed in various ways from the prototype but most mainly in the use of normal steel bonnets widened to suit. These, and the widened boot-lids, were made up by welding together two cut-down standard items. The dashboards also differed, both using the standard 3000 instrument panel without the wood and with a new center section incorporating—as on the prototype—eyeball fresh-air vents.

"I think the differences on these later cars were mainly a matter of cheapness," says Geoffrey Healey "It was rather a messy end to the project..."

The prototype car, which is the one featured here, was sold in 1969 to an old friend of Donald Healey, a Mr. Andrews of Bristol. The first pre-production car was apparently sold the same year to a Welsh fudge manufacturer, and ultimately ended up in Australia, where it is today owned by Austin-Healey enthusiast John Gray. Finally, Donald Healey ran the last of the pre-production cars for a while—six months or more, reckons Geoffrey Healey—and then it was sold to Austin Healey collector Arthur Carter, who still owns it.

Carter also bought three 4000 chassis, begging the question of what happened to the fourth, as Geoffrey Healey is convinced Carter bought at the same time all remaining parts from the 4000 project.

"We may have carved one up for some reason, or one may have gone to MG or been used for torsional testing somewhere. Or maybe one chassis was cut up and used to repair an existing 3000—that sort of thing used to happen," he says.

The prototype was found in 1974 by Joe Cox former national chairman of the Austin Healey Club. Still belonging to Mr. Andrews, it was languishing at a Bristol auto electrician's, awaiting parts. Apparently, having previously been kept in a steel store at Mr. Andrews's works, it had been damaged by steel stock falling on it and, in addition, had suffered paint problems on the bonnet and boot owing to some sort of chemical reaction with the welding, or so it appeared. In any case both panels had somewhat bizarrely been covered with leather cloth. Joe persuaded his father Peter to buy the car and it was fully restored at John Chatham, discovered during the 1976-77 period.

But how good a car is the 4000? Would it have been a worthy replacement for the 3000 or was it an unfortunate move in the wrong direction to find out who better to ask to sample the Cox car than long-established Healey specialist and leading Big Healey racer John Chatham? Especially as Chatham had made a point of not buying the car when it was on the market before Peter Cu took the plunge and bought it.



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I knew of the car from day one but was totally against its concept. I thought they did it all wrong with that lazy four liter engine and that bloody terrible auto "box." The car's much as it was then, but I think I've mellowed; I've actually rather enjoyed driving it. You just lollop along, it's so easy to drive.

"One thing that strikes you immediately is how solid it is compared with the 3000. You'd have thought that when you go larger there'll be more 'flop' somewhere—but they've certainly stiffened the chassis, and it doesn't have the scuttle-shake that all 3000s always suffered from."

*Continued on page 7*



## **The Austin Healey 4000 (continued)**

"The next thing is that it has a decent driving position. You've got arm-room, you've got leg-room... and the car seems totally different. I've never owned a MkIII for very long, because after one long journey in the car I never want to drive one again .. I end up with dreadful backache, and I find the driving position totally unacceptable. I need working space to drive a car-unless you get your arms out straight you can't control a 3000, and if you get the thing sliding you'll be all over the place.



"It's flatter and more stable than the 3000 through corners, and the suspension doesn't seem softer-although it may ride slightly better because of the car's extra weight on the standard springs. "But it lacks grunt and because it doesn't have enough punch you can't push the rear out. It just underscores and scrubs the speed off. On the MkIII you plant the throttle and slide the back out-the 3000 is faster round corners and more enjoyable to drive.

"With The 4000 you'd have to throw the car at the corner, wrenching the wheel round, rather than sliding it and controlling it on the throttle. And you wouldn't have the power to pull it out. If you just went in faster, you wouldn't make the corner—you'd understeer off the road."

"The engine has a good amount of torque, and pulls very strongly. It may be deceptive, because the car is so quiet. The 3000 sounds crisp and sharp, and feels quicker, but the sound might be deceiving you; the extra speed might be an illusion.

"They are terribly different cars and for the fun of it, I'd much rather be driving a 3000 MkIII than the 4000. With its automatic the 4000 really is an older man's car. It's leisurely to drive, and the sort of thing you'd expect from Daimler—a gentleman's carriage rather than a sports car. It should have come out with a proper all-singing-and-dancing engine. Had it been developed with the twin-cam it would have been a different story altogether—the car really could do with sharper power, and then it would handle better through corners. As it is, it isn't a car for driving briskly. It's a car for leisurely motoring, and that's not what Healeys are about."

What does the 4000's most regular driver, Joe Cox, think of the car he and his father have owned for the past 16 years? "The performance isn't as startling as it ought to be, although I think that in a straight line you'd probably out-accelerate a MkIII. On the road you have to work at driving it hard, too. It just lacks that finesse it would have had if it had been developed properly for production. For instance, the steering is a little vague, and doesn't fill me with confidence. It also seems to lack a bit of castor angle. With more self-centering the whole feel of the steering would be a bit snappier.

"The car's a contradiction, because it's got the smoothness, the big-car feel, of a grand tourer but at the same time the crude suspension of the Big Healey. You notice road bumps more. You expect them in the 3000, but not in the 4000. But it's tremendously effortless as a long-distance cruiser. Most Big Healeys are a cursed nuisance on long hauls, and you can get dreadfully tired driving them a big distance.

"I think the concept is absolutely right but the power unit is a waste of time. The problem was that Donald Healey didn't have at his disposal a really good in-line 'six', and he had a thing that he wouldn't use American engines. That's why he never built a car with a V8. If a sensibly developed Rover V8 had been available in 1966/67 the 4000 would have been a better car.



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"But the MGC was what it was about—monocoque construction and easy to make. The Healey was by then proving difficult to put together and difficult to service, and I think production of the car would have been fraught with perils.

"I do believe, though, that the 4000 was a progressive step forward. I agree with John's reservations about the chassis behavior, but I'm sure that in manual form all that would go away. I love the car, and think it was a tragedy in some ways that it wasn't produced."



## Marty's Minute

**Marty Allen**  
GGAH President



The 2012 Healey Season is under way. I attended the opening event with about 15 other Healeys and, during the afternoon car museum tour, I actually touched a \$30 million Ferrari. Imagine that car on your insurance bill. But, in fairness, that was only one of about 100 in the collection.

We have the Lodi Winery Tour on May 5, and then it will be off to British Columbia in June to attend Rendezvous 2012. It appears that about 8-10 cars will be heading north. I am going, and hopefully other Club members will consider doing something like this. Someone once said, "it's all about getting there." And getting home too. There is safety in numbers and safety in letters too—it's called "AAA." But that is only if you actually have an issue with your car. For those who have a decent car, you would be surprised at how well these cars perform on a long trip. So, if you are on the fence, think about coming. These trips are a lot of fun, and the more cars the more fun.

We have had one planning meeting on Rendezvous 2013, and we will have many more after we get back from Canada. But, the hotel is set, the dinners are set, and Heavenly Village has been secured for the car show. Next to having a car show in Disneyland, you can't find a better location in the western United States. And, best of all, Heavenly Village is only two blocks from our hotel. We will keep you posted about the planning meetings, so please plan on attending a few. We will need the help.



## Calendar of Events

Contact Jim Morton to list an event:  
[Themortons@starstream.net](mailto:Themortons@starstream.net). For a more complete list [www.GoldenGateHealeys.com](http://www.GoldenGateHealeys.com)

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- May 5.** **GGAHC** Lodi Winery Tour. See page 9.
- May 12.** Manteca ROTC Car Show. This is a **GGAHC** supported event. See page 10.
- May 19-20.** Marin-Sonoma Concours. [www.marinsonomaconcours.org](http://www.marinsonomaconcours.org)
- May 20.** Woodland British car show sponsored by United British Sports Car Club. This is a **GGAHC** supported event. See page 10.
- May 20.** *Third Sunday* Brunch for motorheads at Los Gatos Brewery, 130 N. Santa Cruz Ave. Meet 9:30am.
- May 25-27.** Classic Sports Racing Group's "Rolling Thunder" at Thunderhill Raceway [www.csrgracing.org/](http://www.csrgracing.org/)
- May 30-June 3.** California Healey Week at Big Bear, CA. [www.austin-healey.org/](http://www.austin-healey.org/)
- June 1-3.** Sonoma Historic Car Races at Infineon Raceway. See page 10.
- June 2.** Hayward Field Meet British Car Show and Swap Meet, sponsored by Mini Owners of America. Page 10.
- June 9.** Nevada City Foreign Car Show. See page 10.
- June 10.** Capitol Concours d'Elegance on the Sacramento Mall. [www.sactime.com/2012concoursevents.htm](http://www.sactime.com/2012concoursevents.htm)
- June 16.** Lucas-Marelli Tour to the Filoli House in Redwood City. **GGAHC** supported event. See page 9.
- June 16.** First Annual Father's Day Weekend Car Show, Isleton Ca. Call [209-610-4084](tel:209-610-4084) to register.
- June 17.** *Third Sunday* Brunch for motorheads at Los Gatos Brewery, 130 N. Santa Cruz Ave. Meet at 9:30am.
- June 25-29.** Rendezvous 2012 at Parksville, B.C. **GGAHC** supported event. [www.healeys.ca](http://www.healeys.ca)
- July 14.** **GGAHC** Caravan drive, lunch, and tour of the SS Red Oak Victory docked in Richmond. See page 10.
- August 18-19.** **GGAHC** tour to Lake Tahoe and Virginia City. Info forthcoming.





*Cinco de Mayo Winery Tour*  
**Lodi Area: May 5**

Our meeting point in Oakley will be **9:30 am** at **McDonalds** on Hwy 4/ Main St and Hwy160.

**914 Main Street, Oakley, CA 94561**

We will take a leisurely drive along some of the Delta levees through Isleton, Ryde and Walnut Grove. There will be stops at several of the local wineries in the Lodi area that have been producing wine since the mid-1800s. For a taste of local flavor, we will include a small Portuguese winery.

In celebration of Cinco De Mayo, our lunch stop will be at one of the wineries. They have a great BBQ area and Bocci Ball courts. A special wine tasting will include a pairing of various food groups that will change the taste of your wine, along with a *carne asada* lunch.

Those who would like to make a weekend out of this trip can plan a stay at the Hampton Inn & Suites Lodi and continue the adventure the next day. There are over 60 wineries within a 10-mile range of Lodi, so you would have plenty of places to visit.

The cost of lunch will be about \$15.00 each (for Club members) payable in cash at the site. Your reservation is required to make lunch plans.

**RSVP David & Jerri Nock**  
**209-824-1562**  
[healeydoc@verizon.net](mailto:healeydoc@verizon.net)



**United British Sports Car Club**  
**All-British Car Show and Swap Meet**  
**Yolo County Fairgrounds, Woodland, May 20**  
[www.ubsc.org](http://www.ubsc.org)  
**Preregistration deadline is May 3**



**Lucas-**  
**Marelli Tour**  
**Saturday, June 16**  
**Filoli Estate Tour**

Filoli is a historic site of the National Trust for Historic Preservation. The incredible Filoli Estate has been in movies and TV as the perfect stage-set for tales and romance and fortune. Filoli is a turn of the century Georgian revival estate designed by the architect, Willis Polk.

Meet at 9:00 am in Woodside at the corner of Edgewood Drive and Cañada road (west side of 280 freeway). The freeway exit is Edgewood Drive. The site is open land—no buildings there. We'll drive as a group to the Filoli Estate which is located at 86 Cañada Rd. Our tour will start at 10:00 am. The 2-hour tour will take us through both mansion and gardens. The cost of this tour is \$15.00/person. Filoli requires payment in advance for this tour, so please send your check, **by May 24<sup>th</sup>**, so we can reserve the tour-guides with Filoli. The group will be limited to 50 people.

After the tour (around 12:30 pm), we'll drive through Woodside on a short tour to the famous Alpine Inn Beer Garden in Portola Valley for an exciting lunch of high-cholesterol burgers, fries and beer. Please bring cash for lunch since the Alpine Inn does not accept credit cards.

Please make checks payable to Don Reichel and mail to:

**Don Reichel P.O. Box 1959, Los Gatos, CA 95031**  
 Questions? (408) 354-2222, or [acastlekeep@aol.com](mailto:acastlekeep@aol.com)

## GAHC Supported Events

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May 12, 2012

Contact Karl Knutsen 209 825-3143

East Union High School 1700 North Union Road Manteca, Ca

## Miscellaneous Events

# NEVADA CITY FOREIGN CAR SHOW

2<sup>ND</sup> ANNUAL 2012



**Where:** Downtown Nevada City, California

**When:** Saturday, June 9, 2012

**Time:** Car Show - 10am-3pm

Wine Stroll & Pub Crawl - 12pm-3pm

**Cost:** Car Show - Free admittance for spectators

NC Wine Tour - \$20 per person (\$15 for car participants who pre-purchase tickets)

Pub Crawl - \$5 per mug (gives a \$1-\$2 discount off each beer at select breweries)

**Car Registration:** \$25 per vehicle (\$20 each if entering more than one).

[www.sierrasportscargroup.com/carshow.html](http://www.sierrasportscargroup.com/carshow.html)

## Hayward Field Meet British Car Show & Swap Meet

Saturday, June 2

Cal State U. Hayward  
soccer practice field



[www.moasf.com/hayward](http://www.moasf.com/hayward)

## GAHC Event



*Group drive followed by a catered lunch  
and tour aboard the renovated SS Red Oak  
Victory in Richmond*

*Saturday, July 14*

Meet at Café Meyers, 3460 Camino Tassajara, Danville, CA 94506 (across from Blackhawk Museum). Depart at 10am and drive 85 miles through beautiful back roads in Contra Costa County, ending at Kaiser Shipyard #3. The price of lunch will be announced soon. Please RSVP Glenn Stephenson. Telephone: (510) 237-4238, or e-mail Karen: [Karenstephenson3@yahoo.com](mailto:Karenstephenson3@yahoo.com).

See [www.ssredoakvictory.com](http://www.ssredoakvictory.com) for ship information.

# SONOMA HISTORIC MOTORSPORTS FESTIVAL

Infineon Raceway  
Sonoma, CA  
June 1 - 3, 2012



[www.generalaracing.com](http://www.generalaracing.com)

## EuroSunday

This organization holds Sunday tours for European cars in the SF Bay and Sacramento areas. It's free and fun. See the web site for information.

[www.eurosunday.net](http://www.eurosunday.net)



# The Twist on Torque

by Karl Brauer, Editor in Chief, Edmunds.com



While horsepower is often considered when shopping for a vehicle, what about that "other" engine rating: torque?

Specifically, what are the differences between horsepower and torque? If you flip through the pages of any automotive publication, you'll notice that these two measurements are commonly listed under vehicle specifications. And while the average car enthusiast knows that both horsepower and torque play a role in performance, most of them don't understand exactly how or why.

Let's begin by explaining the technical difference between the two. Horsepower is defined as the amount of energy required to lift 550 pounds, one foot, in one second. From this definition you can see that the components of horsepower are force, distance and time. Distance and time are self-explanatory but force, specifically a twisting force, is what torque is all about.

Remember that the initial energy that moves a car forward starts in the combustion chamber in the form of an explosion. This explosion forces a piston (or group of pistons) down in a straight line, which pushes on a connecting rod and turns the engine's crankshaft. It's this turning crankshaft where the twisting force of torque initiates. From there the force is carried through a flywheel, transmission, driveshaft, axle(s) and wheel(s) before moving the car.

The measurement of torque is stated as pound-feet and represents how much twisting force is at work. If you can imagine a plumber's pipe wrench attached to a rusty drainpipe, torque is the force required to twist that pipe. If the wrench is two feet long, and the plumber pushes with 50 pounds of pressure, he is applying 100 pound-feet of torque (50 pounds x 2 feet) to turn the pipe (depending on the level of rust, this may or may not be enough torque). As you may have noticed, this measurement of torque does not include time. One-hundred pound-feet of torque is always 100 pound-feet torque, whether it is applied for five seconds or five years. So, if you want a quick answer to the difference between horsepower and torque, just keep in mind that horsepower involves the amount of work done in a given time, while torque is simply a measurement of force and is thus a component of horsepower.

To see how torque and horsepower interact, imagine your favorite SUV (everyone has one of those, right?) at the base of a steep hill. The engine is idling and the gear lever is in the "Four-Low" position. As the driver begins to press on the throttle, the engine's rpm increases, force is transmitted from the crankshaft to each wheel, and the SUV begins to climb upward. The twisting force going to each wheel as the vehicle moves up the hill is torque. Let's say the engine is at 3,000 rpm, the gear ratio is 3, and the vehicle is creating 300 pound-feet of torque. Using the following formula, we can calculate horsepower:

Take the torque of 300 multiplied by a shaft speed of 1000 (3000 rpm divided by a gear ratio of 3) for a total of 300,000. Divide 300,000 by 5,252 and you get 57.1 horsepower that the SUV is making as it begins to ascend the hill. It is interesting to note that, since 5,252 is used to calculate horsepower by way of torque and shaft speed, it is also the number in the rpm range at which torque and horsepower are always equal. If you were to view the horsepower and torque curves of various engines, you would notice that they always cross at 5,252 rpm.

So now we have a technical understanding of how torque interacts with horsepower, but let's move beyond that to some real-world examples. For instance, we all know that a car moves from a dead stop in 1st or low gear, yet as the car's speed increases, the gears must be moved up through 2nd, 3rd and 4th to maintain acceleration. This is because at low speeds the transmission's gears work to transmit maximum torque from the engine to the wheels. You want this because it takes more force, or torque, to move a vehicle that is at rest than it does to move a vehicle in motion (Newton's 1st Law). At the same time, once a vehicle is underway, you want less torque and more horsepower to maintain a high speed. This is because horsepower is a measurement of work done and includes a time element (such as wheel revolutions per minute necessary to maintain 75 mph).

Since entire books have been written on the concepts of horsepower and torque, it's not realistic to try and cover them fully in a single column. Finally, let me leave you with my favorite phrase about the relationship between horsepower and torque: Horsepower is what you read about, torque is what you feel.



# The 2012 Hagerty Hot List: 10 future collector cars under \$100K

Hagerty, February 9, 2012

A collectible Buick from 2012? Our annual “Hagerty Hot List” highlights those new vehicles that stand above their mass-produced peers. Our team of valuation experts has selected the new vehicles with a MSRP of less than \$100,000 that we predict will one day become collectible.

1. **Buick Regal GS (\$32,535):** It’s been a long time since we could say, “This isn’t your Grandpa’s Buick.” Surprisingly, at a time when so-called sportier makes don’t offer real three-pedal manual transmissions, Buick is doing it with the Regal GS.
2. **Ford Mustang Boss 302 Laguna Seca Edition (\$48,100):** Ford is calling this a “race car with a license plate,” and it pays homage to the original and very collectible Boss 302. It’s a beast on the race track, yet tame enough to drive on the street — and all for less than \$50,000.
3. **Jeep Grand Cherokee SRT8 (\$61,785):** Let’s face it: Americans love SUVs. The problem is most SUVs don’t handle as impressively as they look. The SRT8 version of the Grand Cherokee takes the rugged, go-anywhere look of an SUV and combines it with performance characteristics that would earn respect on a race track.
4. **Fiat 500 Abarth (\$22,000):** With a 160 horsepower, 1.4-liter turbocharged engine, Abarth-tuned suspension, brakes and dual exhaust, the latest in-house-tuned Fiat recalls the “small but wicked” models from the past. Fiat’s performance division also includes complimentary admission to the Abarth Driving Experience with each purchase. The co-grognolenti line has formed.
5. **Volkswagen Golf R (\$36,000):** The Golf’s ancestor, the MK I GTI from the early 1980s, is now a legitimate collectible, and the rare 2004 Golf R32 is headed in that direction. The new, all-wheel-drive Golf R is geared towards someone who enjoys driving, and it evokes the same “pocket-rocket” characteristics of its forbearers.
6. **Porsche 911 (\$82,100):** The Porsche legacy is built around the 911. Each generation features fun, accessible used cars that eventually swell in value. If you are most concerned about a car holding its value over the long term, then this is the car on this list to buy now and lovingly keep.
7. **Chevrolet Camaro ZL1 (\$54,095):** Since 2005, the current generation of Shelby Mustangs has owned the king-of-the-hill position in the pony car segment. The new ZL1 Camaro with 580 horsepower brings Chevy back into the hunt and demonstrates that old school muscle is alive and well.
8. **Nissan GT-R Black Edition (\$95,100):** Until this year, this is the car that young people in the U.S. have only been able to experience in video games. It manages to squeeze 530 horsepower out of a six-cylinder engine. While the invoice price is out of reach for most in the younger generation, we predict they will remember these cars years down the road after their student loans are paid off.
9. **Dodge Charger SRT8 (\$46,795):** What won us over is the giant touchscreen in the center of the dash. And not for the reasons you are thinking. It has “performance pages” that keep the driver up to speed on performance statistics such as available horsepower and torque.
10. **Audi TT RS (\$56,850):** For people who won’t buy a Porsche because they haven’t won Le Mans in quite a while, the Audi TT RS is the answer. This is a car with global appeal, which means it will have global demand several decades down the road.





# CAR BUYING TIPS FROM HEMMINGS MOTOR NEWS

## Common Sense Precautions

There are some basic background steps we should all take before we send money (or valuable parts) to folks we don't know for goods (or payment) we haven't seen.

1. **Ask around.** Do your friends in the hobby know the individual or company? (This is a prime reason to join a car club - membership allies you with hundreds or thousands of hobbyists who share your interests, who care about the integrity of the hobby, and who know where you can reliably find the parts you need!)
2. **Ask for references.** Ask the vendor for names of other customers, and of other vendors who know and can vouch for him/her. You can also ask for a reference from the vendor's local Chamber of Commerce or Better Business Bureau (some BBB's charge a fee for this information). Since an individual or company who is "in business" may not be known to these agencies, it may be worthwhile to check with the local police department to ask whether the individual or company has ever come unfavorably to the attention of those authorities.
3. **Ask the vendor** what swap meets he/she will be attending. If you can meet the vendor at a swap meet you can look the parts over before purchase.

**Someone answering your ad?** Ask specific questions about the part that require more than a "Yes or No" answer. Don't bother dealing with someone who cannot provide you photos of the parts or car you are looking for or who refuses to show you or your representative the item(s) prior to payment. Be wary of a seller requesting immediate payment or payment to a third party/location. Remember, If it sounds too good to be true it probably is.

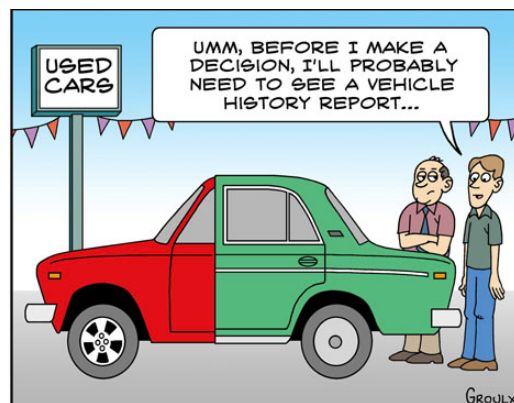
**Hire an appraiser.** For large purchases, consider hiring someone else to go look at the goods, if you can't go to see them yourself. (Appraisers advertise in HMN under "Appraisers & Brokers".) If you can't find a licensed appraiser geographically close to the item you're considering, you may be able to find a fellow club member who can do the job more informally for you, if you belong to the right car clubs. (At a minimum you should reimburse expenses for such a favor.)

**Explore payment options.** If you feel uncomfortable sending money to an unfamiliar person(s) you may want to use an escrow service. There are several online services available for a small fee. ([www.escrow.com](http://www.escrow.com) and [www.paypal.com](http://www.paypal.com) are a couple of examples.)

## Get everything in writing!

- We strongly urge the customer to have the vehicle inspected before purchase. If the customer is unable to inspect the vehicle, we suggest using an appraiser or a member of a car club. Most members will inspect a car located close by for a nominal fee or reimbursement of travel expenses.
- Deposits. Discuss and get in writing what will happen to your deposit if you decide not to buy. Hobby rule of thumb is that if a deposit is made and the potential buyer decides not to purchase, he will receive the entire deposit back unless he has imposed a burden on the advertiser/sale. If a burden has been imposed, the advertiser may be entitled to keep some or all of the deposit.
- Discuss and get in writing what will happen if the car is received but not to the customer's satisfaction;
- Can the vehicle be returned for a full refund?
- What is the time limit/window for return?
- Who will pay for return shipping?
- Is there a time/trouble fee?

**Buying a car sight unseen should be done with great caution, and is the responsibility of the buyer.**



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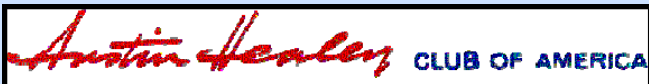
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The Golden Gate Austin Healey Club is affiliated nationally with the



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## Healeymarket

GGAHC members may submit Healey-related items either wanted or for sale without paying a fee.



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